

OPPOSE THE NEW CHARTER

SCHOOL CLAUSES THE CHIEF POINT OF ATTACK.

City Club, Citizens Union, Public Education Association and Others Protest—All the Present Safeguards Against Politics Would Be Broken Down.

The fight to keep the city schools out of politics by defeating the educational chapter of the so-called Gaynor charter has been taken up by the City Club, the Allied Real Estate Interests, the Citizens Union, the Greater New York Taxpayers' Conference, the Public Education Association and the Brooklyn League, which have united in a statement attacking charter tinkering as a whole and laying special stress upon the evil features of the educational provisions. The organizations mentioned announced yesterday that they will unite in a campaign against the proposed charter. The City Club promises to push the fight in every way possible.

The statement issued yesterday by the allied bodies after making an analysis of the proposed charter in which it is stated that it does not "simplify, but rather complicates the laws relating to the city government; destroys the vital safeguards of the present charter against jobbery and politics in the civil service and in the schools; removes vital safeguards against waste and fraud; contains impropvident and unjust provisions for pension systems; vastly increases the Mayor's power while weakening present provisions for his accountability and leaves untouched the most glaring defects of the present charter." It has this to say in particular about the educational chapter:

In the school system all the important safeguards against politics of the present charter are broken down. Now an unpaid Board of Education composed of disinterested citizens appoints teachers nominated by a non-political board of superintendents from the three candidates standing highest on the examination list. Under the present charter a paid board of seven commissioners is supreme in the Department of Education. These commissioners under a partisan Mayor would become political spoils to be used for building a political machine. Nominations by the board of superintendents of schools is abolished and so is the requirement that the appointee must be one of the three highest candidates. The fullest room for the political appointment of teachers is thus given.

In concluding its statement of objections to the proposed charter as a whole the signers of the statement say: "The foregoing criticisms of the new bill are not based on any consideration of present personalities. The city has had in the past, as it will have in the future, officials of all degrees of worthiness and unworthiness. Public confidence, however great, in the Mayor, cannot be based on the omission from the city's organic law of fundamental safeguards against corruption and the waste and misuse of city moneys against the imposition upon the city of unlimited pension obligations and the degradation of all branches of the civil service. The city school system into parts of a political machine.

The general public has been given little or no opportunity to understand and appreciate the changes which the proposed charter proposes. Public comprehension of the nature and effect of intricate charter changes must necessarily be slow. We most earnestly urge upon the Legislature that a bill which so vitally affects the people of the city of New York and which so dangerously alters their frame of government should not be in the closing weeks of a crowded session be forced upon the city of New York.

The statement is signed by Robert S. Bunker, president of the City Club; Allan Thompson, president of the Allied Real Estate Interests; Julius Henry Cohen, chairman of the Citizens Union; committee on legislation; Laurence Arnold Tamm, chairman of the Citizens Union; president of the Greater New York Taxpayers' Conference and of the Brooklyn League; Charles P. Howard, president of the Public Education Association.

It is planned to have all the civic and educational associations of the greater city join in the protest against the educational chapter of the charter and it is probable that mass meetings will be held to express disapproval of this part of the charter and to demand its rejection as a whole. The promise of a united front against the attempt to put the schools into politics is being rapidly carried out, while some bodies usually active in such matters do not disapprove of all the provisions of the proposed charter there is hardly one that has not declared itself against it. The educational chapter of the charter is being so thoroughly attacked that it is being sent to the Legislature, committees will appear at the hearing, and if in spite of protest the measure passes the opposition will concentrate its forces in an appeal to Gov. Dix.

While nearly every feature of the educational chapter has met with objections, it is against the putting of the schools into politics that the forces opposing the charter unite. One of the leaders in the fight against the proposed charter's educational provisions said yesterday that while the forces opposing the charter are united in their opposition to the proposed plan, they are not united in their opposition to the proposed plan. It was said that suggestions have already been made by political leaders of persons whom it would be well to see in the new positions, but that in the appointments would be much more active than it thought more probable that the proposed charter would be rejected.

Dr. W. Hooper, president of the Brooklyn Institute of Arts and Sciences, who has gone on record as opposed to the educational chapter, said yesterday that the educational provisions were open to the same objections as those in the charter which he, as chairman of the Brooklyn League's educational committee, opposed at Albany a year ago. He said that the cry for a new charter does not come from the people in general, but from a few individuals with axes to grind, and that in his opinion the proposed charter revision were put to a vote tomorrow nine out of every ten citizens would vote against the proposed revisions.

CENSURES N. Y. CENTRAL.

Coroner's Jury Says It Doesn't Sufficiently Safeguard Eleventh Avenue.

A coroner's jury which has been investigating the death of a five-year-old boy who was run over on Eleventh avenue by a New York Central freight train on April 4 yesterday brought in a verdict censuring the railroad for the boy's death. The boy, John Murray, of 536 West Fifty-fifth street, was killed as he played on the street.

In charging the jury Coroner Hollensted told them that if they found the railroad criminally responsible they should say so in their verdict, and said that if they had any recommendations to make which they thought would lessen the death rate on Eleventh avenue it was within their province to say so. The jury, composed of men and women, after a long deliberation, returned a verdict finding the railroad negligent and recommending that the city should take steps to prevent such accidents as to how such accidents might be averted.

W. HENKEL, FURS.

Marshal Practices the Shopman's Art on a Petticoated Multitude.

Marshal Henkel was showing off yesterday the \$8,000 sable coat which Mrs. Roberta Menges Corwin Hill smuggled in and which will be sold at public auction to-day. A plump woman with a superior smile and a poised lorgnette came to see it.

"Marshal Henkel, where is he? Ah, is this you, indeed Marshal Henkel? Yes, yes, I've heard of you. And pray where is that person's fur coat? And you are really going to sell it? Show it me please, that's a good man."

"Madam, and the Marshal saluted with all the dignity that the visitor's appearance seemed to require, with pleasure. This way please; one side there."

"Ah, sir, a most beautiful garment. Now, my man, just slip it on me. It ought to look well but I don't know. I don't know. You never can tell till you try. Take care, sir, you are crumpling my sleeve. Tuck in the collar if you please. A charming garment!"

The Marshal did his very best to get the coat to slip on easily and gracefully. He gave a tug here and a pull there, and salted round the lady with all the enthusiasm of a shopkeeper's novice on a record sale. He uttered over and over again the German equivalent for "divine" and "superb" and that sort of thing after he had finally adjusted the garment so far as it could be adjusted on a person at least one-third too large. Then he dashed into the outer office, grabbed a mirror off the wall and dashed back again.

"Oh, madam, just look. You're splendid in that."

One of the deputies said that the Marshal slipped him with a "vow" over the left shoulder as he made the remark. It is the only ungallant thing that happened during the entire performance. "My dear madam, I can't see anything in that mirror but the top of my hat. Please now, a little lower. It's the effect of the coat, the ensemble, so to speak, that I want to see. No, no, no, that way. I can see nothing but my feet now and do stand over there, the glare fairly blinds me. Is that the largest mirror you have? It is, you say? What nonsense! (Can't you run out and get a pier glass, that's a good man?)"

"Madam, and again the Marshal bowed most reverently, 'this glass has no peer, and to me at least it is a mirror of a most charming figure. The coat fits you to a nicety. It's the greatest bargain you ever saw and there is going to be a baseball crash here to-morrow when I sell it. Now you come around early and start the bidding at \$3,000. I want to sell this coat to the woman who can afford to buy a good thing and who looks as you do in it. And let me tell you in confidence it is a cheap coat at much more than \$3,000.'

This sort of thing with variations of exordiums went on all day. The Marshal laid a tired head on the pillow at exactly 9 o'clock last night that he might be thoroughly refreshed for to-day's sale at 11 o'clock sharp.

ON TO DRESSMAKERS' TRICKS.

Custom House System Expected to Show \$25,000 Saving in a Year.

About a year ago it was decided that all dressmakers' importations above \$250 in value should be sent directly from the steamship pier, whether or not accompanied by their owners, to the Appraiser's office for careful examination. Later the order was changed so as to include all such importations regardless of their value. Dressmakers, including a few who had been involved in the sleeper trunk frauds, were caught bringing in gowns that they had undervalued more than 75 per cent. This under the rules entailed the payment of a fine and the home value of the goods, that is, the foreign value plus the duty.

This could not be regarded as smuggling, but merely as undervaluation, and none of the dressmakers was arrested. All were summoned to the Custom House and in all instances they put up the money and got the goods, mostly model gowns. It came out that some of the dressmakers, most of whom brought their importations with them, had the practice of paying the Parisian milliner in cash in advance a third or a fourth of the value of their purchases, taking a bill for the rest, which they submitted to the American Consul as the true invoice value. The special agents discovered this and communicated it to the Collector, and when the gowns were examined at the Appraiser's office they were raised to their foreign value by the examiners. Then the dressmakers paid the duties and penalties. Most of the undervalued goods came from the dressmakers themselves. The goods that were sent to the Appraiser's office were sent directly from the ships to the Public Stores.

Collector Loeb said yesterday that he could not estimate the saving to the government through the adoption of the system of taking trunks to the Stores, where they could be examined at leisure by the best men of the service. There is a general impression that the Collector has made a saving of \$25,000 at the end of the fiscal year pretty close to \$25,000.

A report published yesterday afternoon said that Special Treasury Agent J. C. Cummings would get a reward of \$75,000 for the discovery of these frauds. Mr. Cummings remarked: "I wish that was true. We didn't discover anything but all that we did was to notify the Collector and Surveyor Henry to watch the invoices and they did."

UNITED WIRELESS TRIALS.

Motion to Dismiss the Indictments Denied and Evidence Put In.

When the trial of Col. Christopher Columbus Wilson and five other officers of the United Wireless Company for misuse of the mails in connection with the sale of United Wireless stock got under way before Judge Martin and a jury in the United States Circuit Court yesterday John B. Stanchfield, backed up by the other lawyers representing the defendants, moved to quash the indictments on the ground that no fraud had been committed inasmuch as the stock sold was worth as much as it had brought. Judge Martin after argument dismissed the motion.

The United States Attorney Dorr in his opening said that the gist of the Government's charge was that Wilson and his associates had misrepresented the stock sold as treasury stock whose proceeds were to be used for development, whereas much of it was their own stock, that the prosecution would show that Wilson organized the New York Selling Agency, through which the company was to market its stock. The agency was to get 50 per cent. commission and then as a compensation to Wilson and his associates for getting the contract was to pay them 50 per cent. of its profits. As officers they bargained with themselves, said Mr. Dorr, and so simply stole 50 per cent. of all proceeds on what real treasury stock was sold.

Of the officers' stock Mr. Dorr said there were 100 shares sold to the public for which the sum of \$1,700,000 was paid. In addition to this stock 70,000 other shares were sold for \$1,300,000. Of these 70,000 shares Mr. Dorr said only 570,000 ever reached the company's treasury and of this amount only \$400,000 was actually spent on the company's development. The other two witnesses were examined yesterday. They were both clerks who were put on to identify the exhibits in the case.

Women will please note, that saleswomen are now in attendance in the Hosiery Departments of all five Brill Stores.

Holeproof Hosiery

For Men, Women and Children

At the Five Big Brill Stores

The one make of hosiery which fills every requirement of good hosiery for men, women and children. More durable than any other. Soft, light, thin; attractive and dressy enough for Spring and Summer wear, with oxfords or pumps and for any occasion. The genuine, original Holeproof Hosiery. Get them here at one of the Brill stores, and we will replace with new ones any that do not wear six months.

For Men, six pairs, \$1.50; Silk Lisle, \$2; Silk Lustre, \$3 For Women & Children, 6 pairs, \$2; Women's Silk Lustre, \$3 Men's Silk Holeproof, 3 pairs guaranteed for 3 months, \$2

We are Agents for New York City. Mail and phone orders promptly filled.

Brill Brothers

BROADWAY at 48th St. 279 BROADWAY, near Chambers St. 47 CORTLANDT ST., near Greenwich. 125th STREET at 3d Ave. UNION SQUARE, 14th Street, West of Broadway.

ALEXANDER'S

Tan Boots for Women

Made from both calf and kidskin

in the broad toe low heel style as

well as the more fashionable

high heel models—Button lace

and Blucher patterns:

\$3, \$4, \$5, \$6, \$7 Pair.

ANDREW ALEXANDER

SIXTH AVE. AT 19TH ST., NEW YORK

A NEW DEEP SEA PRINCIPAL

CAPT. DOMBAUGH NOW HEAD OF THE SCHOOLSHIP NEWPORT.

Succeeds Lieut.-Commander Everhart, Who Quit on March 28—New Teacher of Boys Who'll Become Officers in Merchant Marine an Old Hand at It.

For the first time in a month they have a captain in the captain's cabin aboard the schoolship Newport. The Newport, a reformed gunboat handed over by the Navy Department to the New York City Board of Education, lay yesterday along the recreation pier at the foot of East Twenty-fourth street. Since Lieutenant-Commander Lay H. Everhart, U. S. N., resigned on March 28 the Newport has been captainless. She has been without her captain's most of that time, for this is the vacation season for the youngsters who are learning how to be officers in the merchant marine, such as it is.

The new commander is Capt. Harry M. Dombagh, U. S. N., retired. The Board of Education appointed him to the post on Wednesday. Richard B. Alderott, Jr., chairman of the committee of the Board of Education which has the Nautical School in charge, has been looking for just such a man as Capt. Dombagh ever since he first learned that Commander Everhart wanted to get out.

A schoolship in vacation time isn't much livelier than a school after hours or a college town in the summer. Except for two officers in the wheelhouse, a man on the recreation pier talking with friends, and the quartermaster, there wasn't a soul in sight yesterday afternoon aboard the Newport except Capt. Dombagh and his friend Capt. Eaton, who was on hand to see how the new commander took to his job.

Isn't the first time that Capt. Dombagh has done deep sea teaching. He has had five years of it altogether. Two years of his maritime schoolmastering Capt. Dombagh did on the Pacific on the schoolships Mohican and Adams. He spent three years more on this coast on the Hartford. That was in the days when the Navy Department put its recruits aboard a training ship as soon as they got into the service. Now the system is different; the men go from a receiving ship to a training station like the one at Newport, R. I., and from there to a ship in commission, without the interval of practice on a training ship.

Capt. Dombagh speaks of the Newport's work as though he were glad to be taking a hand in it. Graduates of the old schoolship St. Mary's, which preceded the Newport in service from this port, he has met on all the seas. Some of them are officers of Pacific liners and others wear gold lace on the Atlantic. A few have gone to Annapolis, the naval school, and have become officers in the navy. A good many, he says, have shipped under the British flag in default of ships flying our own and are commanding big ships on the Atlantic and elsewhere.

Capt. Dombagh comes from Ohio. He entered the Naval Academy in 1872 and was graduated in 1877. He had a hand in the relief expedition aboard the Constellation. Soon after he was appointed Lieutenant in 1889 was made superintendent of the gunboat factory at the Newport torpedo station. For three years prior to 1893 he was attached to the cruiser Vesuvius, the ship which threw from pneumatic tubes shells loaded with guano. Later he was Assistant Inspector of Ordnance.

He went on the retired list voluntarily on July 1, 1909. He still kept the command of the monitor Ozark, renamed from the Arkansas, until eleven months ago.

Capt. Dombagh says the Newport will go out the second week in May for the summer cruise. He will take her along our Atlantic coast. There are about ninety cadets attached to the Newport at present, but probably by the time she sails she will have her full complement of 120 boys.

Must Give Dr. Nammack His Pay.

Supreme Court Justice Gerard signed yesterday an order directing the Municipal Civil Service Commission to certify the name of Dr. William H. Nammack as Coroner's physician in Queens in order that he may collect five months pay that has been held up since his appointment. Dr. Nammack was appointed by Coroner Nutt, but because his name was not on the eligible list his pay was held up. Dr. Nammack was on the eligible list for police surgeon and the court decided that his appointment was regular.

CHURCH AND UNION LABEL.

Some of the Parsons Ready to Go the Whole Hog for the Closed Shop.

Labor men and ministers of various denominations met at the United Church Building yesterday afternoon to discuss the attitude of the Church to the union label. Hugh Fraunce, organizer of the American Federation of Labor, said that the label had reduced the death rate among cigarmakers, more than doubled their wages, secured them an eight hour day and bettered living conditions.

Peter J. Brady, secretary of the Allied Printing Trades Council, urged the churches to show a real interest in unionism by arranging for lectures on unionism in church halls and further than that by investigating the workings of unions thoroughly and finding out how their money is expended and all about them.

The Rev. John Peters of St. Michael's Church said that the work of pushing the union label ought to have no sentiment about it, but should be put on a business basis and that although he had tried to buy goods with the union label, he had had such difficulty in finding them that he had given up trying. Miss Elizabeth Dutcher, chairman of the national labor committee of the Women's Trade Union League, told him she would send him addresses where he could get them.

"The greatest and most terrible conspiracy in America," said Rev. Stephen S. Wise, "is the position of the steel trust in denying its workers the right to organize."

The Rev. John Haynes Holmes of the Church of the Messiah said: "I am sorry for the damage done in Los Angeles and the loss of life, but I have not one ounce of regret for Harrison Gray Otis; he has reaped what he has sown."

DON'T LUNCH ON THE LAWN.

Commissioner Stover is Trying to Fix Up Battery Park.

Park Commissioner Stover has been making a tour of the small parks of Manhattan and has found that some of them suffer considerably from vandalism. On his return to the Arsenal yesterday he gave out a statement, saying:

"I am now taking steps to put two parks, Bowling Green and Battery, in a condition worthy of their location and fame."

The department has been engaged in planting a large number of trees there. But now that these parks are assuming a beautiful appearance I note that the old habit of taking promenade lunches through Battery Park and casting banana skins and orange peels on the lawns is assuming proportions as to make the litter upon the lawns of Battery Park, especially on the Battery place side, most unpleasant to behold.

I have this week observed during the noon hour no less than twenty-four push carts on the north curb of Battery Park dispensing fruit and peanuts to the public. I have this day had placed on this same side of the park a row of refuse cans and I appeal to the public to make use of them.

HAZY ABOUT HIS HOLDUP.

Magistrate Finally Lodges Perjury Charge Against Complainant.

When the case against Edward J. Sullivan and James Ruddy for highway robbery was called in the Tombs police court yesterday the complainant, James Douglas, a salesman of 249 West 126th street, was very hazy about the details, which he had sworn to confidently in an affidavit he made on Tuesday. According to the affidavit the two men had held him up on Ridgewood avenue, Brooklyn, knocked him down, kicked him in the stomach and taken by violence his pocketbook containing \$27.

Magistrate Krotel at length ordered a charge of perjury made against Douglas, and committed him to the Tombs in \$2,000 bail for examination to-day.

Hospital Nurse Seeks Mandamus.

Supreme Court Justice Blanchard signed yesterday an order directing the board of trustees of Bellevue and Allied Hospitals to show cause why a mandamus should not issue directing them to re-instate Sarah A. Gainsforth as supervising nurse in the Harlem Hospital. Her place was abolished. She alleges that this was not done in good faith because another woman is now doing her work.

THE FIVE-BOROUGH ROUTE.

What the Press of New York Thinks of the Offer of Brooklyn Rapid Transit.

THE EVENING POST:

The details of the offer of the Brooklyn Rapid Transit Company are fairly dazzling in the number and variety of transit lines they hold forth—so dazzling, in fact, as to have let the Mayor discover that, after all, he was not so smitten with the Interborough offer as the public and the wicked press at one time believed that he was. He is doubtless happy that the Brooklyn Rapid Transit Company will charge but one fare over all its lines, and that should reconcile him to the fact that there is as yet no offer to transfer passengers to the Interborough's subway. It used to be the Mayor's feeling at the time that the McAdoo offer was under consideration that it was treason and sedition to talk of two companies in the field; that the one great desideratum was to ride from Brooklyn to Van Cortlandt Park for one fare. But now that we have changed all that, the wicked Evening Post may, perhaps, be allowed to point out that if the Brooklyn Rapid Transit offer is accepted the city will have the two things for which this journey has been contending: competition in the subway field and a physically independent system. Besides this the new plan blocks the clever game of the Interborough to stomp competition on Lexington avenue by taking the upper half of Lexington avenue for the extension of its present line to Forty-second street. All in all, it now looks as if the solution were in sight and that a wonderful expansion of existing facilities will soon be under way. If that proves to be the case, the chief credit for so satisfactory a working out of the most difficult problem that ever confronted our city authorities will belong plainly to Mr. George McAneny, for whose untiring efforts to get the best possible terms for the city New York is tremendously in debt.

NEW YORK TRIBUNE:

It is manifestly impossible to reach a conclusion at once upon every feature of a rapid transit proposal so vast in its scope as that of the Brooklyn Rapid Transit Company. The financial phases of the offer call for most careful study and consideration. But it is plain that the proposal is in many respects more attractive than that of the Interborough Company. For one thing, the money which the city is asked to contribute will go into a system essentially complete, which can actually be taken over at the end of ten years and placed in the hands of another operator if the Brooklyn Rapid Transit Company's operation proves unsatisfactory. The Interborough plan would leave the city unable to take over more than disconnected parts of a system requiring the construction of subways to connect them before it would be possible to seek a new operator. The Brooklyn plan would also carry rapid transit to more undeveloped territory than would the Interborough plan. It offers a great and comprehensive system serving five boroughs and enabling the public to reach the greater part of the city for a single fare. It thus presents the advantages which it has been said all along could be obtained only from a monopoly, while still preserving competition, whatever competition may be worth to the city. More money is asked for the city for its construction than is required by the Interborough plan, but the excess is not a prohibitive amount.

THE EVENING MAIL:

It is more than a subway route that the Brooklyn Rapid Transit Company wants to build for the city, more even than a tri-borough route. It is a programme, and a five-borough programme at that. We do not say that the B. R. T. offer should be accepted; no one could say that offhand. But we say it contains the elements that should be in any offer which is accepted. Those elements spell efficient regulation through competition. The chief advantage claimed for the Interborough is really its vital weakness—monopoly.

THE GLOBE:

It is now said by the mayor that the Brooklyn Rapid Transit Company is in preparation a new offer. This new offer, according to the mayor, "will scarcely bear a resemblance to the original offer." The implication, of course, is that it will be of a kind that may be accepted. If it is, the filing of the offer of the Brooklyn Rapid Transit Company will be considered as having had influence in the premises.

It is to be hoped that the mayor is correctly advised, and that when the new Interborough offer appears it will be such as to command general approval. But when last heard from the Interborough officers were saying that they didn't much care whether a contract were given to them, and that they wouldn't negotiate if the Board of Estimate dared to treat with another company concerning the disposal of lower Broadway. If reflection has brought a greater reasonableness the public will rejoice, but it must be as plain to the public as it is to the city that the city is never danger after the Interborough, and that it is time for it to do business or for the city to do business elsewhere.

THE WORLD:

Borough President McAneny, Chairman of the Special Committee on Subways of the Board of Estimate, expects that "another week, or two at most," will lead to a settlement. He regards the offer of the Brooklyn Rapid Transit Company as the best that has yet been received, but states

that the Interborough, in spite of Mr. Shoats's energetic disclaimer, will also don the "spangles" and jump high for the tempting prize. "The situation is an odd one. The Brooklyn company has made a serious bid for the subways—according to Mr. McAneny the best yet formulated. Mr. McAneny and the Mayor have knowledge of a counter-proposal coming from the Interborough, but Mr. Wilcox has not heard of it, nor had Mr. Shoats when last he made a public statement. In the circumstances the most satisfactory official utterance that we have seen is that of Mr. McAneny that the city will not wait long.

THE BROOKLYN DAILY EAGLE:

Even in rapid transit matters something like a spirit of fair play should be displayed. One of the competitors has held nothing in reserve. In conference and in action it has been straightforward, resorting neither to ultimatums nor evasion, and stipulating only that it be not used as a mere club or as a catspaw. It has been ready to meet competitors on every source and that takes time and money. And it has asked for nothing but good faith.

The Interborough has usually been credited with a "friend in court." It has always been able to stop the wheels. Conditions, however, have now become acute. They have reached the stage where things are to be done rather than said. There is now no alternative—all the cards must be shown to the players, with victory to the strongest hand. In any event, no matter what the next move, the end is in sight. It has been a long time coming.

THE BROOKLYN DAILY TIMES:

The Brooklyn Rapid Transit Company may at last be thanked for one thing, and that is that it has inspired the Interborough Company to action. We say inspired to action, because Mayor Gaynor is authority for the statement that something will be forthcoming within a week, which will be acceptable to the city government and the people who have to use the subways. Mr. Gaynor seems to be more greatly in the confidence of the Interborough than any single official in the City of New York.

The Times nor nobody else knows just what sort of an offer the Belmont Company is to make; so far it has been very high and mighty about the whole matter. It seems certain, that so far as Brooklyn is concerned, nothing the Interborough has to offer can approach the proposition made to the city by Colonel Williams. As the New York Times said the other day, the matter of transit does not depend altogether on the main subway roads, but upon the subways and their feeders combined as one system. The Brooklyn Rapid Transit Company has a network of elevated and surface lines, extending over a wide area, which would help to supply passengers for the subway system now to be constructed. It offers five-cent fares to five separate boroughs, excepting only the Coney Island section of Brooklyn, which may be put in the five-cent zone, if the city so decides. It seems to the Times that this offer ought to be accepted.

THE STANDARD UNION:

The broad, comprehensive and thoroughly up-to-date project of the B. R. T. will work out, if it has a chance, the solution of many of the economic and political problems which are already acute, which impede the unity and growth of the city, and will do more than all other things combined to give to New York the prestige and solidarity to which the largest city of the New World is so clearly entitled.

THE BROOKLYN CITIZEN:

The Mayor's remark, that if the entire Brooklyn proposal were accepted, Brooklyn and not New York would become the pivot of the whole system, ought to have been accompanied by the further remark, that for this result, if it should come to pass, the Brooklyn company is in no degree responsible. The fault will lie in that event not at all with the Brooklyn company, but with the Interborough company, which has until now practically told the commissioners that it would enter into no arrangement for the development of the New York lines unless it were allowed to dictate terms. Moreover, it would have been only fair had the Mayor added that the Brooklyn company had not asked for the main extensions in New York, but had only consented to make a bid for them after being urged to do so by the city authorities. Under these circumstances, the truth evidently is that, while the Brooklyn company would be satisfied if no more were expected of it than to solve what may be called the strictly Brooklyn side of the problem, it is prepared, if necessary, to take up so much of the New York work as may be indispensable to the accomplishment of what is so manifestly required for the future of Brooklyn.

But waiving minor points of criticism, the thing to be dwelt upon now is that the Brooklyn company has made a thoroughly practicable offer, and hence that the city is in no degree at the mercy of the Interborough company. This is in and of itself a great service to the public. If the Interborough company has a better offer to submit a week hence, it will, of course, be dealt with in proper spirit, but that it will be allowed to keep on juggling with the subject as it has for many months past, must be deemed improbable.

This Is the Best Offer Ever Made to Any City
By Any Railroad Corporation.

FARMER NABBED AGAIN.

A Philadelphian Thinks the Book Man Swindled Him Out of \$3,700.

James J. Farmer, president of the Anglo-American Authors Association, at 225 Fifth avenue, was arrested yesterday by Central office detectives at the request of the Philadelphia police, who wired that an indictment for grand larceny had been brought against him in Philadelphia. Farmer has been in trouble before.

The warrant on which Farmer was arrested charges him with the larceny of \$3,700 through the sale of books he said were rare and charged for accordingly. The complainant is Alexander Sellers, said to be a millionaire resident of Philadelphia.

Sellers, in the affidavit, states that Farmer got \$2,000 from him for a set of Disraeli which could be bought in an open market for \$120. For a Vanderbilt collection he gave \$400, although it was only worth \$20. Other similar sales brought the total out of which Mr. Sellers thinks he was defrauded up to \$3,700.

Farmer was arrested last June in a civil suit brought by Elizabeth Lathaw of Hempstead to recover more than \$3,000. He was released on bail and the action is still pending. Last week in a suit for \$5,000 brought against a man who was said to be Farmer's agent in handling "de-

luxe" books, and which was lost, William McCue, a clerk in Farmer's office, said that he had written letters to Sellers on foreign hotel letter paper. At that time a stenographer in Farmer's office told how Farmer used to rehearse his salesmen in the details of a story of a Minneapolis millionaire who was hurrying home from Europe to pay twice for the books what the victims of the trick paid.

When Farmer was arrested yesterday he was arraigned in the Tombs police court. Magistrate Krotel said he could not set any bail, so Farmer was arraigned in the Supreme Court before Justice Davis, who set bail at \$5,000.

INSTANTLY TOBACCO THEFT.

Bale Disappeared From the Public Stores at a Time.

Collector Loeb said yesterday that he had solved the mystery of the disappearance from the Public Stores of an eighty-three pound bale of tobacco that arrived from Cuba last September. A lawyer representing the importer was reported to have said that it seemed impossible to him that anything so bulky as a bale of tobacco could be taken from the Public Stores without somebody seeing it. The Collector said:

"The bale was not taken that way. The man who took it put small quantities of it under their coats or jumpers at different times until the bale had vanished."

Bishop to Dedicate Elmhurst Church.

Bishop McDonnell of the Brooklyn diocese will dedicate next Sunday the new Roman Catholic Church of St. Bartholomew at Elmhurst, L. I., of which the Rev. Jeremiah J. Healey is rector. The church will be one of the finest in Queens borough, costing more than \$25,000. Father Healey before going to Elmhurst was attached to the Church of the Transfiguration in Brooklyn. Many religious societies will attend the exercises.

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